



# Indiana Criminal Justice Institute

**Traffic Safety Division**

# Indiana's Crime Crash Clock

Crime	Crash
1 murder every 25 hours	1 Fatality every 11 hours
1 violent crime every 22 minutes	1 alcohol or speed related crash every 21 minutes
1 burglary every 12 minutes	1 injury every 11 minutes
1 property crime every 3 minutes	1 crash every 3 minutes



# Looking Beyond the Ticket

## CITATIONS DURING GRANT FUNDED ENFORCEMENT ACTIVITIES, FY 2014

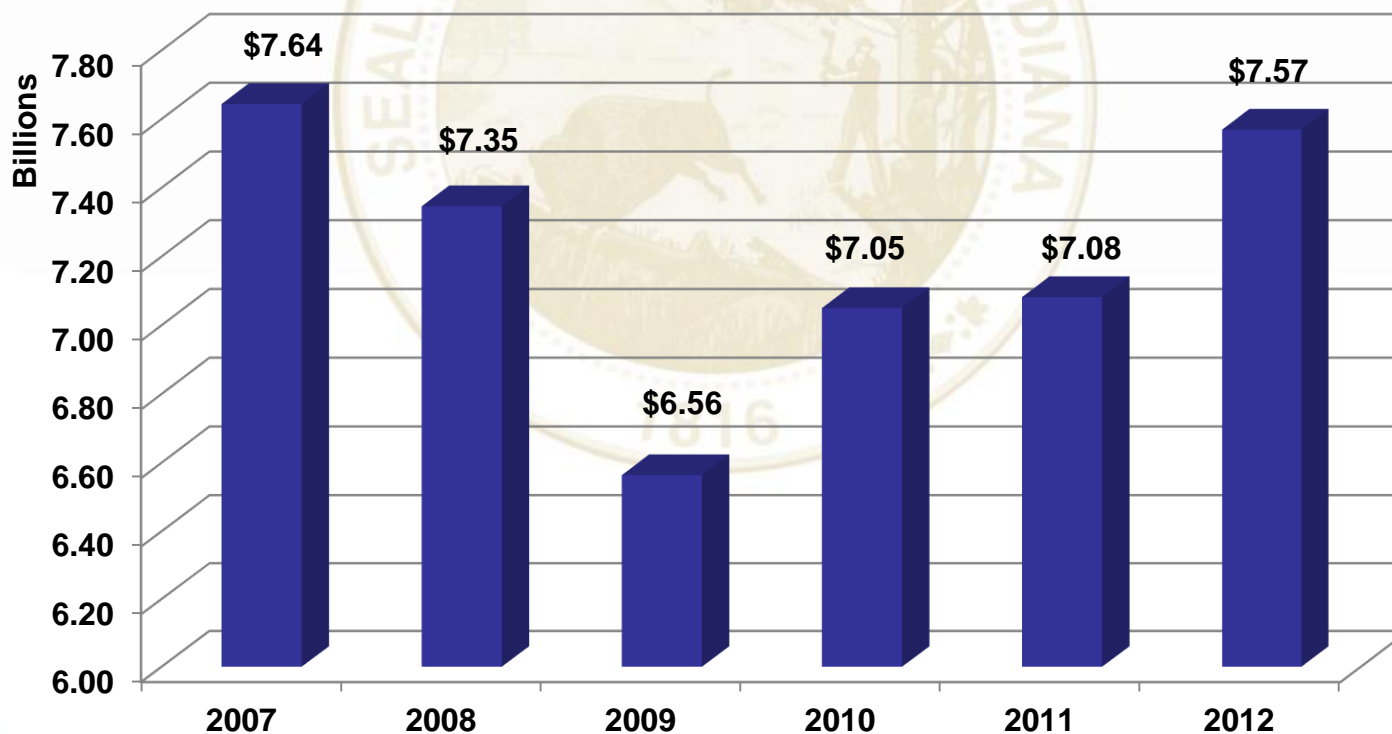
Citations	Seat Belt Patrols	Sobriety Checkpoints	Impaired Driving Patrols	Other Patrols	Total FY2014
Seat Belt	50,737	55	2,914	7668	61,374
Child Restraint	1,436	12	202	361	2,011
Misdemeanor DUI	285	128	1,205	128	1,746
Felony DUI	54	13	209	9	285
Suspended License	2,256	86	856	1,118	4,316
Speed	12,019	24	5,876	17,210	35,129
Motorcycle Permit/ License Violation	191	7	98	38	334
Criminal Misdemeanor	1179	94	831	566	2670
Criminal Felony	312	22	199	153	686
All Others	12,984	549	7,187	4,325	25,045
Grand Total	81,453	990	19,577	31,576	133,596

# Traffic Safety Performance Measures-Indiana

Outcome Measure								3 Year Average
	2007	2008	2009	2010	2011	2012	2013	2011-2013
Number of Seat Belt Citations During Grant Funded Enforcement	72,115	108,956	113,577	105,746	99,077	82,961	70,134	84,057
Number of Impaired Driving Citations and Arrest During Grant Funded Enforcement	6,947	8,157	8,975	8,257	7,907	7,950	6,919	7,592
Number of Speeding Citations and Arrests During Grant Funded Enforcement	18,282	66,394	100,230	107,151	86,702	56,181	53,732	65,538

# It's an Economic Issue

In 2013, medical and productivity costs associated with crashes (cost per death, injury, or property damage).





# It's an Economic Issue

- Average Comprehensive Cost (2013)
  - \$4,628,000 Per Death
  - \$235,400 Per Incapacitating Injury
  - \$60,000 Per Non-incapacitating injury
  - \$2,600 Per Property Damage Crash

National Safety Council (2015). *Estimating the costs of unintentional injuries*. Retrieved from

<http://www.nsc.org/learn/safety-knowledge/Pages/injury-facts-estimating-cost-of-unintentional-injuries.aspx>

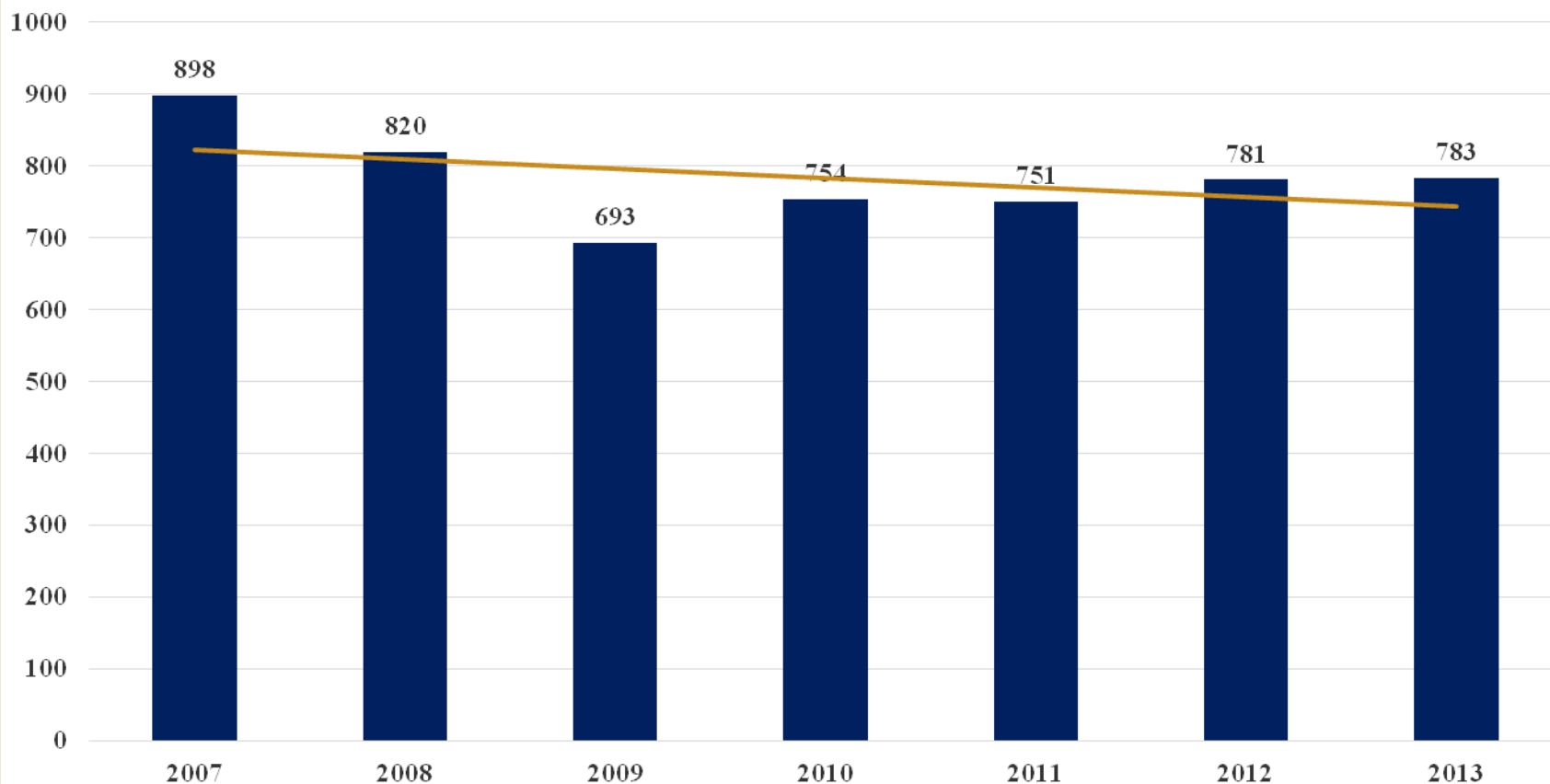
# FY 16 Traffic Safety Enforcement Dates and Safety Awareness Periods

## *FY 2016 Paid Media Flights and Dates (tentative)*

- Safe Family Travel (Blitz 84): November 2015
- Dangerous Driving Enforcement/St. Patrick's Day: March 2016
- Motorcycle Safety and Awareness: May 2016
- Click It or Ticket (Blitz 85): May 2016
- Drive Sober or Get Pulled Over (Blitz 86): August 2016
- Child Passenger Safety Week:

# Indiana Traffic Fatalities 2007-2013

**Indiana Traffic Fatalities 2007-2013**

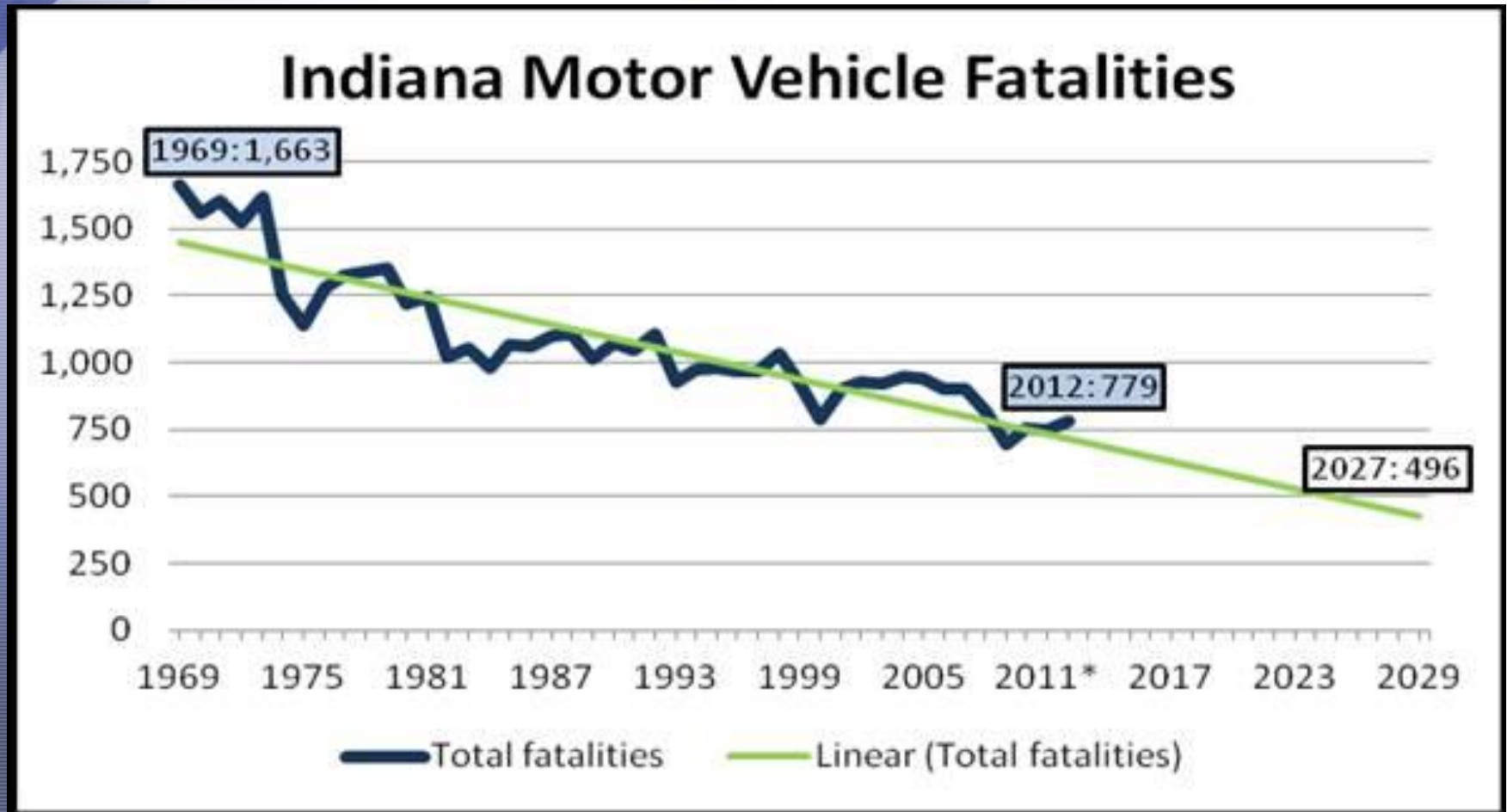




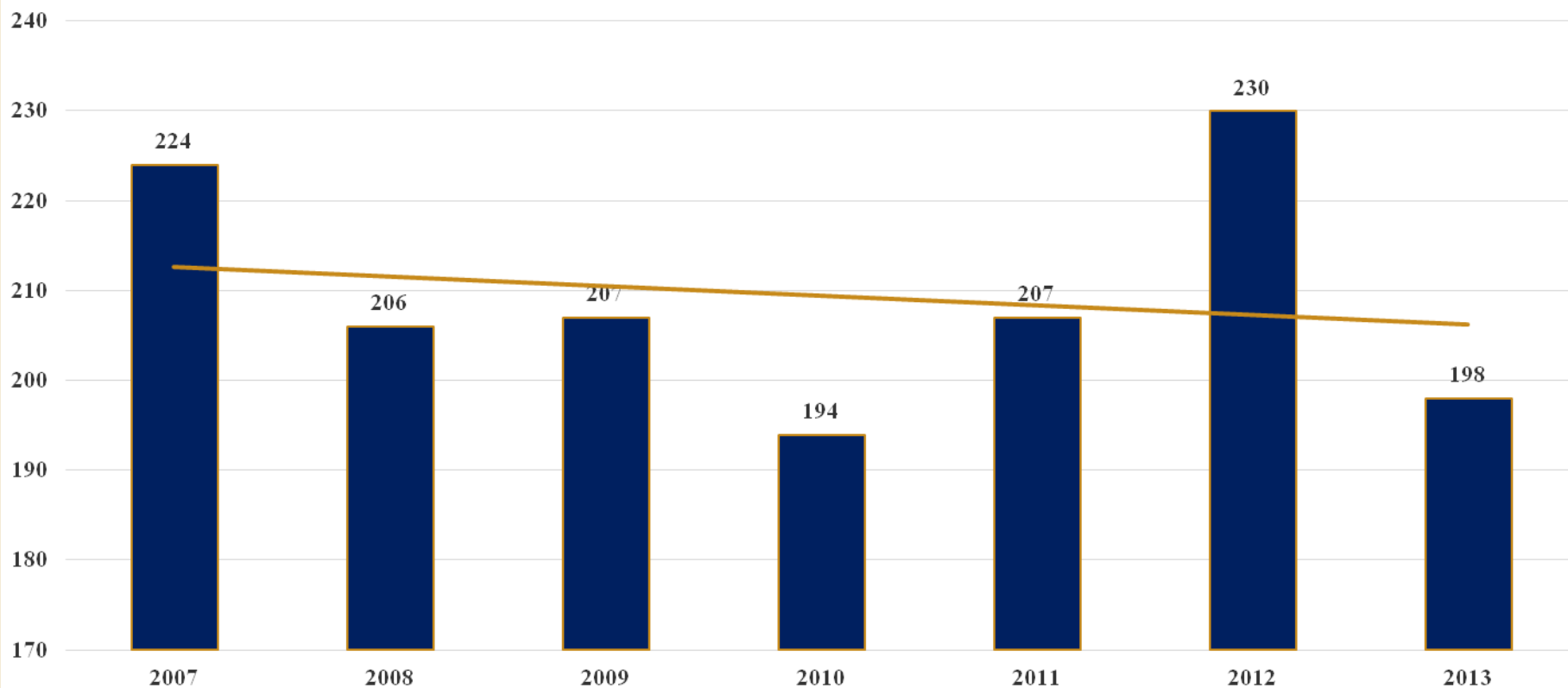
# Current Indiana Fatal Numbers

	Deaths		Crashes		Reduction or Increase	
	<u>2013</u>	<u>2014</u>	<u>2013</u>	<u>2014</u>	<u>Deaths</u>	<u>Crashes</u>
<b>Rural</b>	545	473	64,643	69,215	-72	4,572
<b>Urban</b>	239	270	128,244	136,000	31	7,756
<b>Unknown</b>	-	-	318	317	-	-1
<b>State-wide</b>	784	743	193,205	205,532	-41	12,327

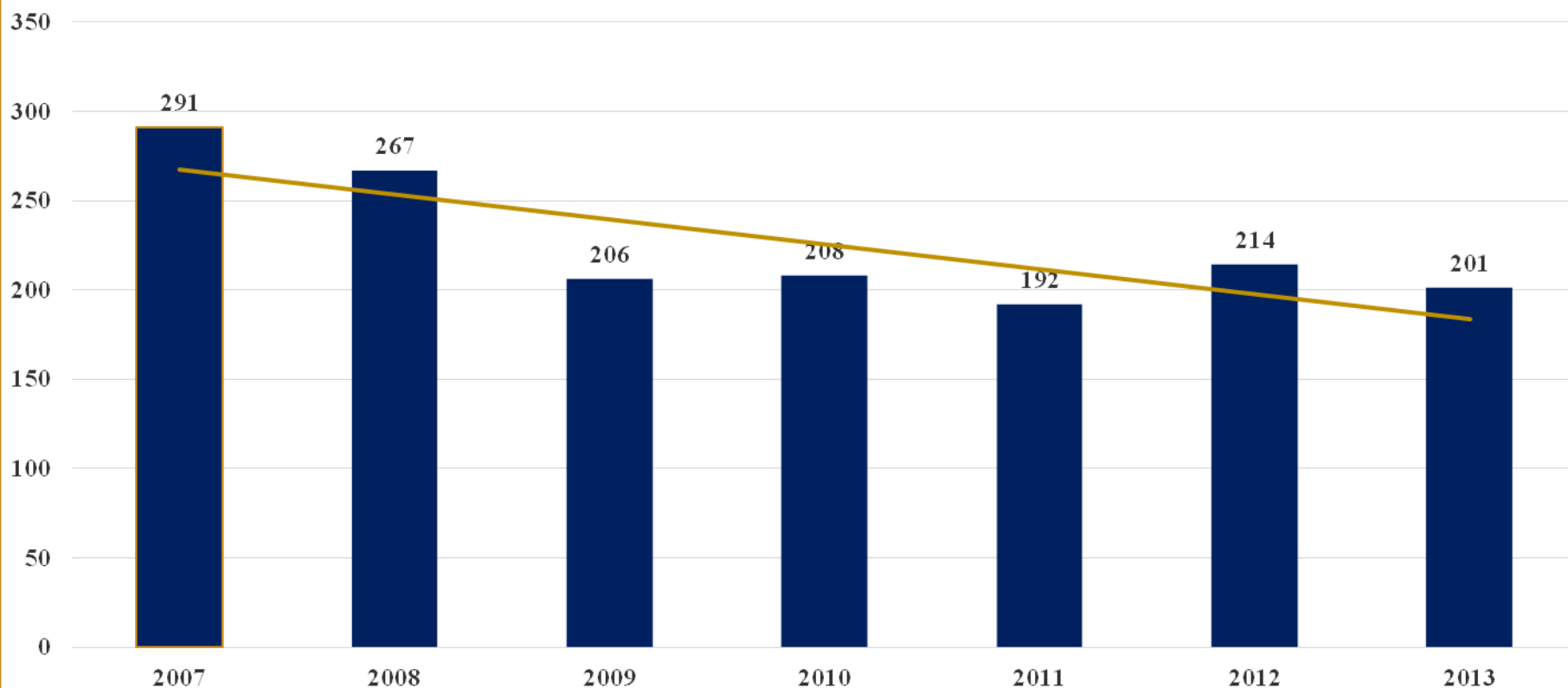
# Vision: To reduce fatalities in half by 2027



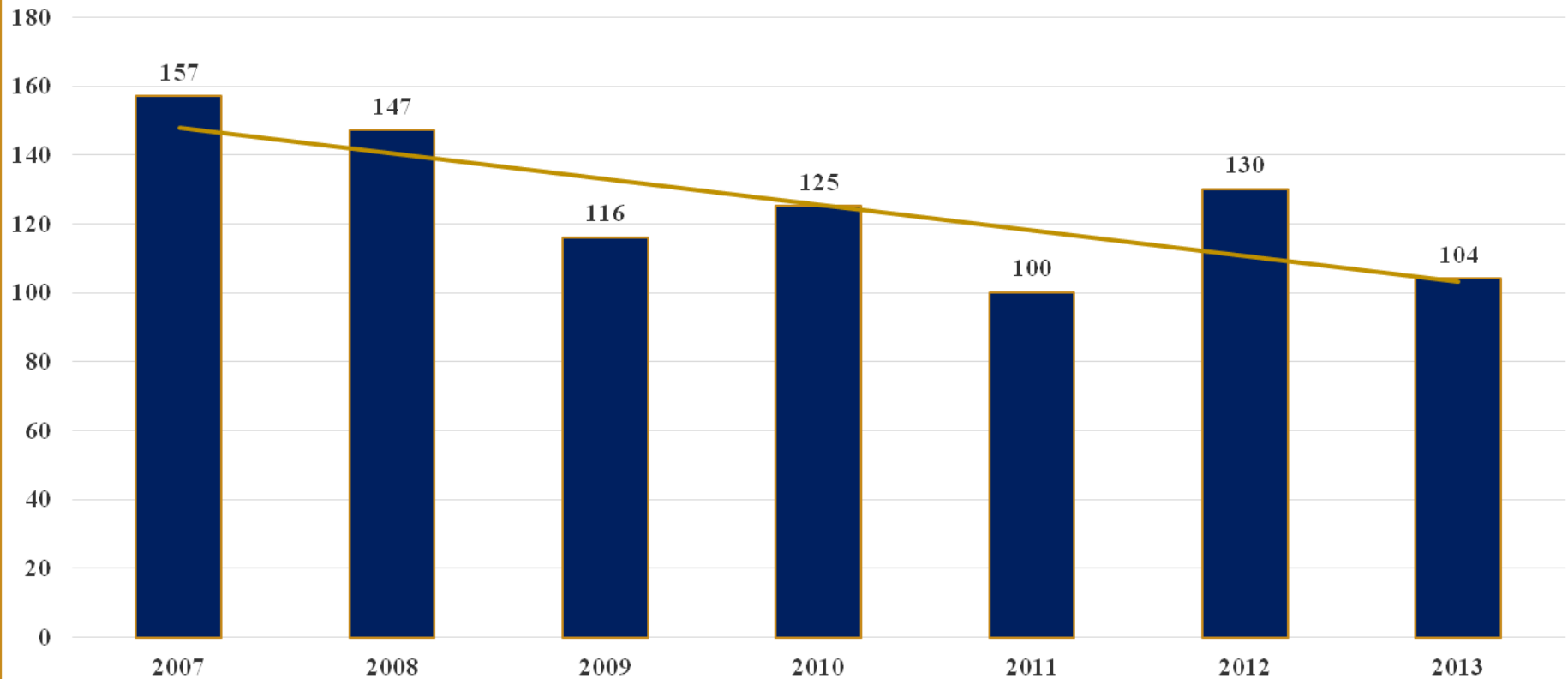
## Fatalities Involving Driver or Motorcycle Operator with .08 BAC or Above 2007-2013



## Unrestrained Passenger Vehicle Occupant Fatalities (All Seat Positions) 2007-2013

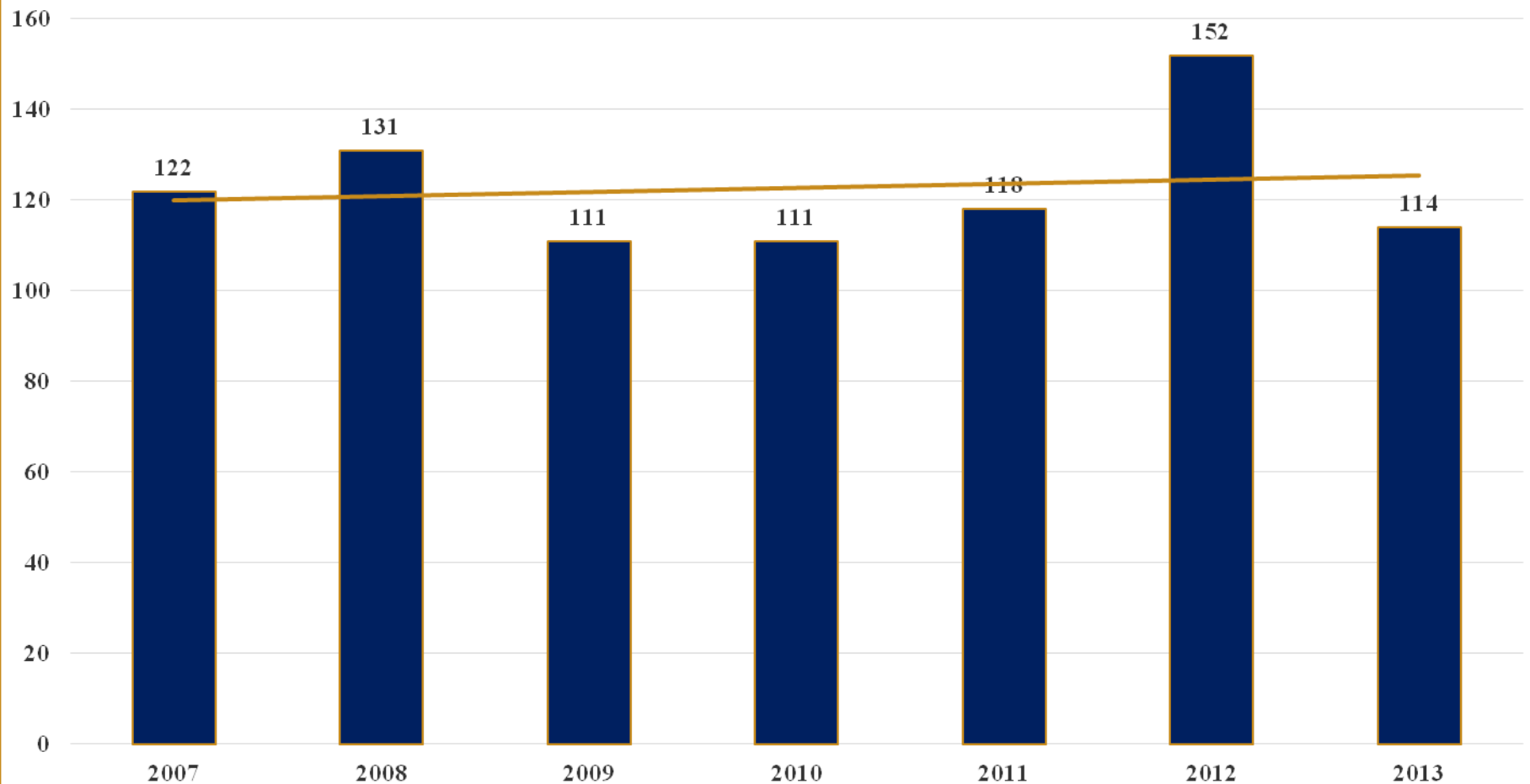


## Drivers Aged 20 and Under Involved in Fatal Crashes 2007-2013

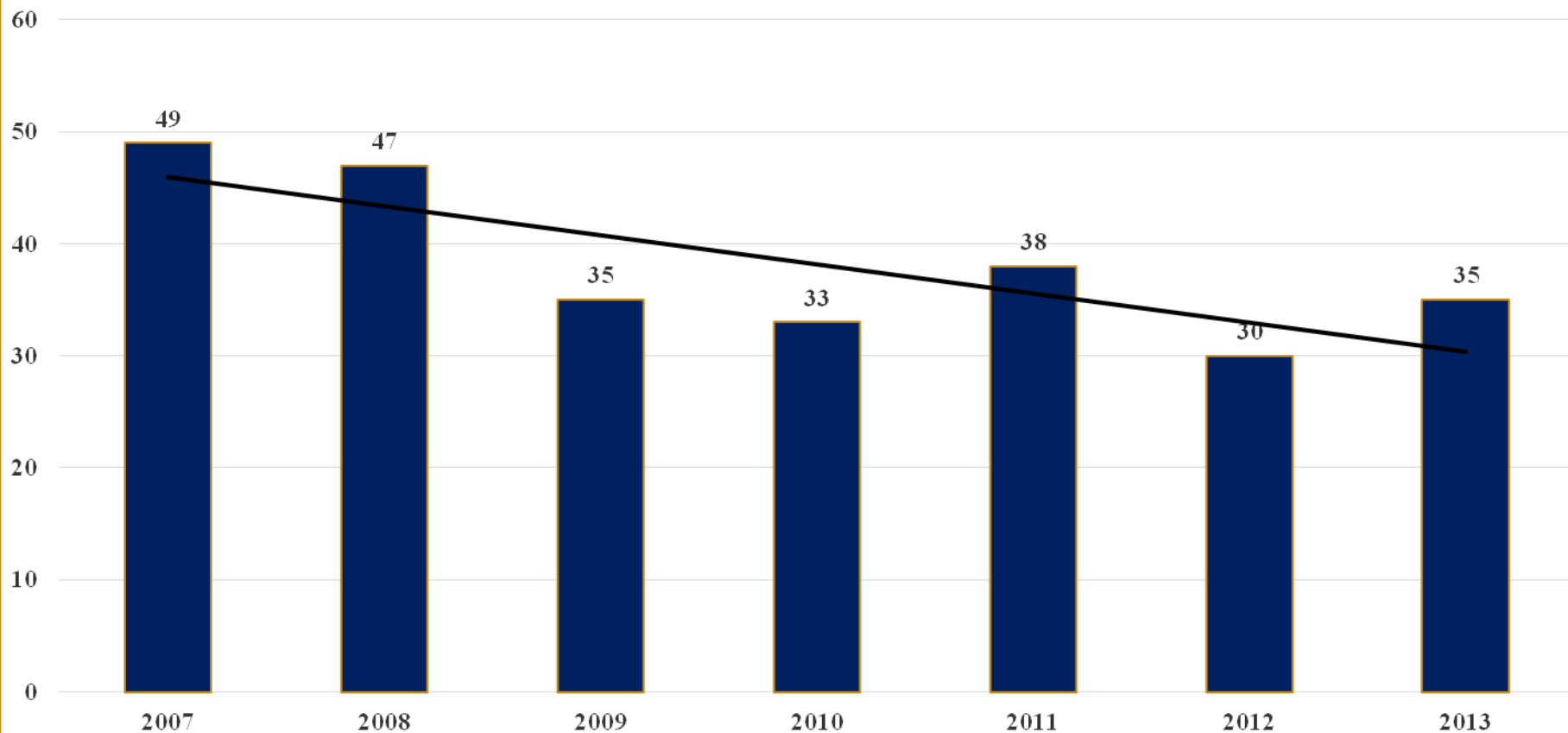




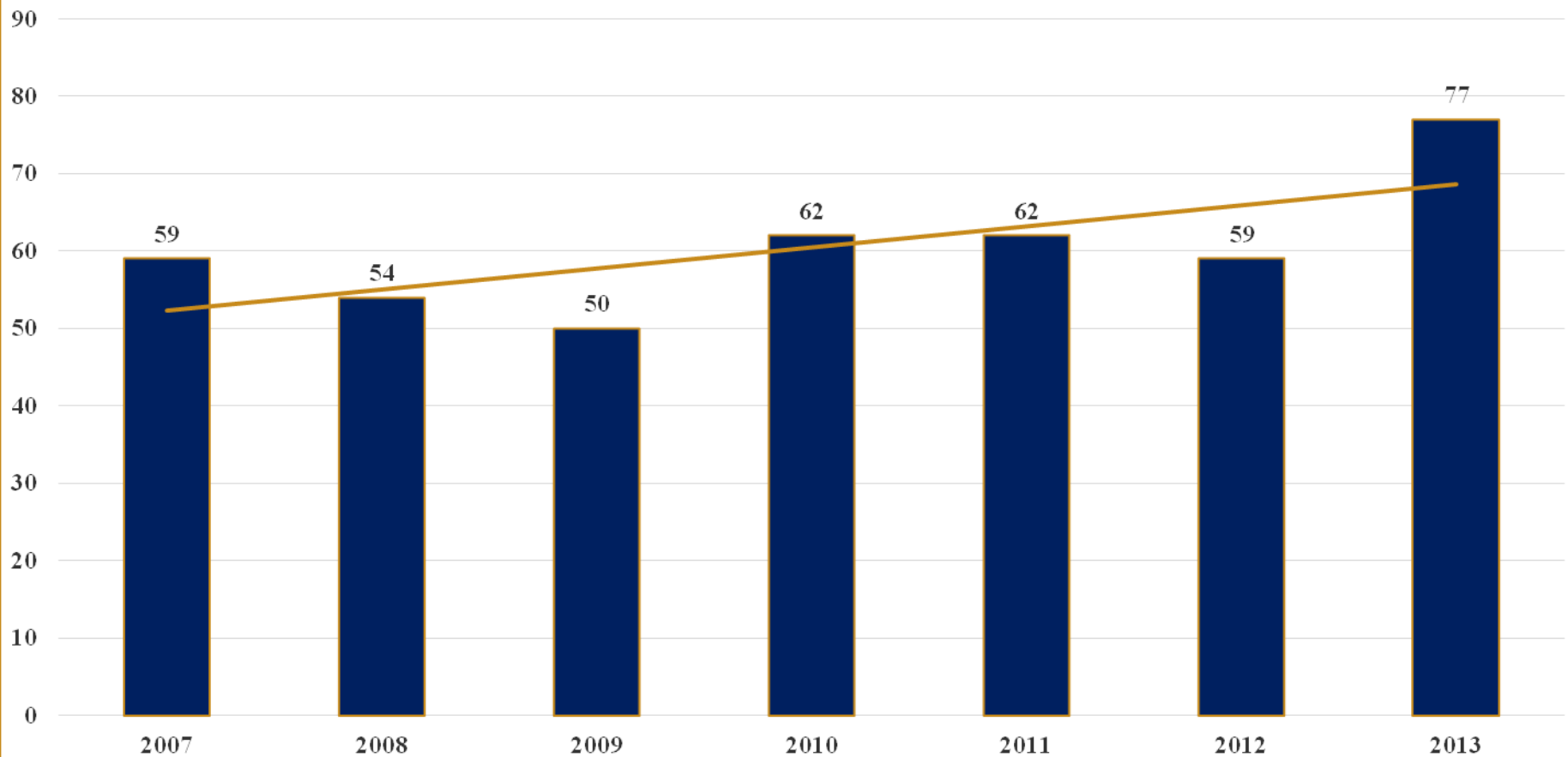
## Total Motorcycle Fatalities 2007-2013



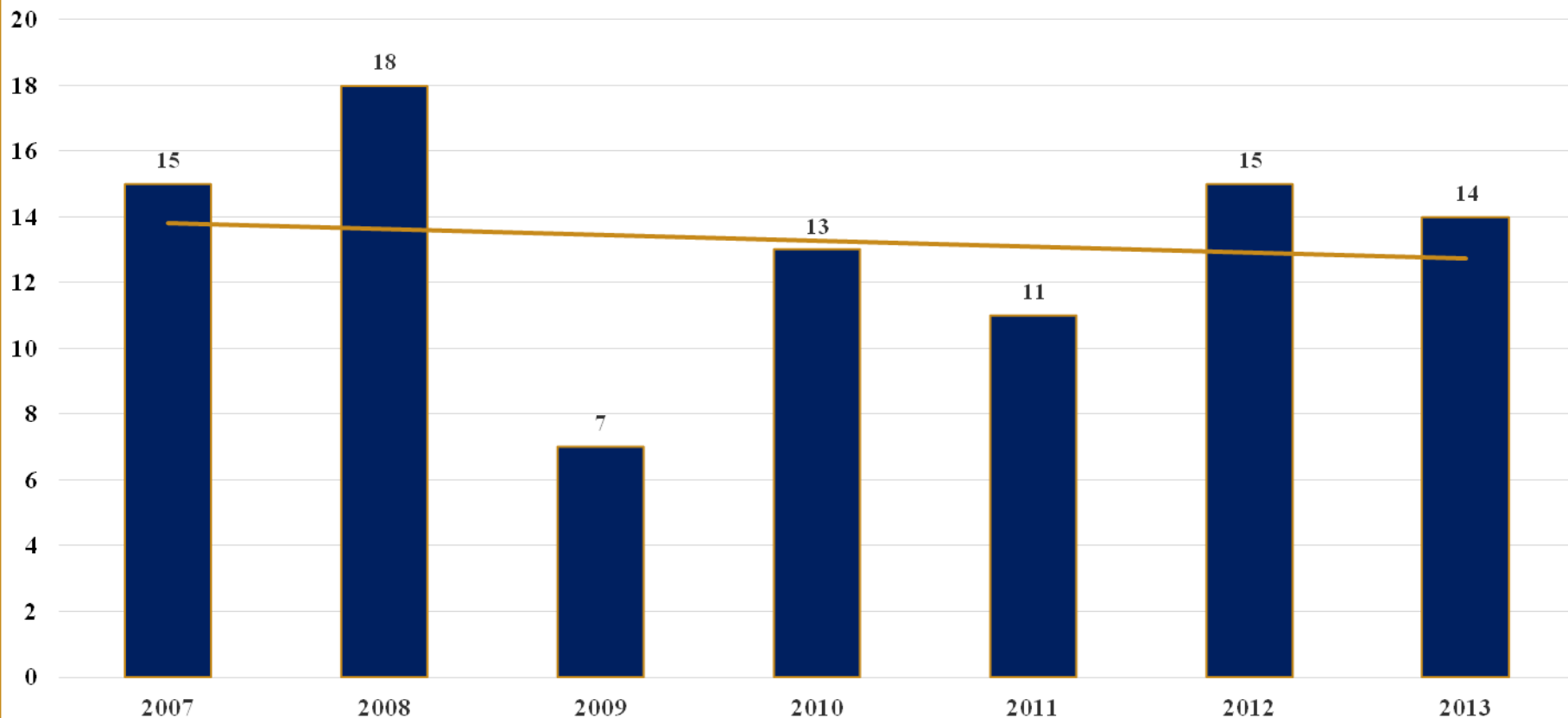
## Children Aged 14 and Under Killed in Traffic Collisions 2007-2013



## Pedestrian Fatalities 2007-2013

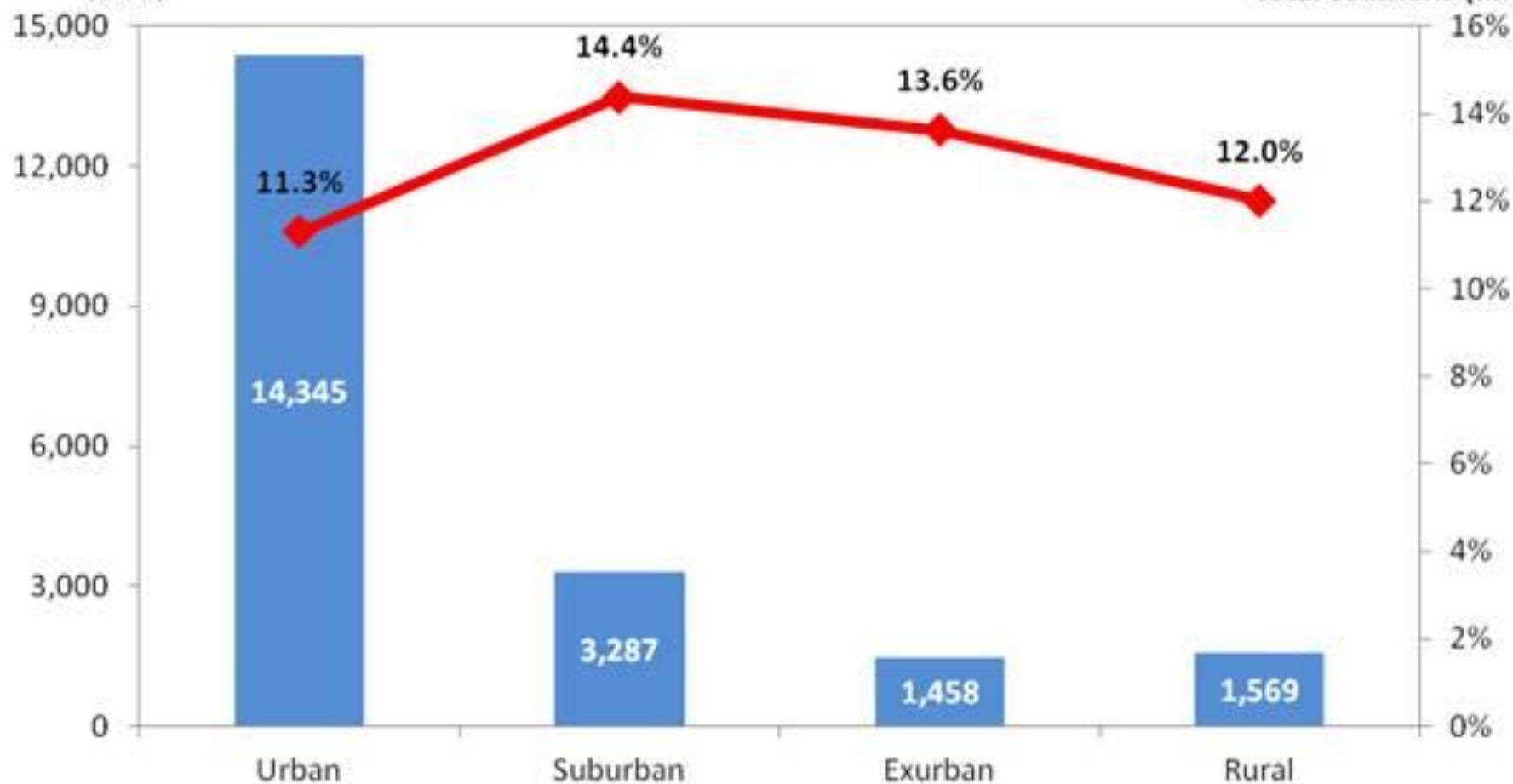


## Bicyclists and Other Cyclists Fatalities 2007-2013



Dangerous driving  
collision counts  
(bars)

Dangerous driving  
collisions as a % of  
total collisions (line)





# MAP-21

- Very similar programmatically
- Additional funding for distracted driving
- Data driven from the planning process to the street
- Large emphasis on high-visibility enforcement

## Resources Available

- Annual Crash Facts Book
- Annual Fact Sheets
  - County Profiles
  - Motorcycles
  - Young Drivers
  - Occupant Protection - Alcohol
  - Dangerous Driving
  - Children
  - Large Trucks
  - Light Trucks

<http://www.in.gov/cji>

# Social Media



[www.facebook.com/IndianaTrafficSafety](http://www.facebook.com/IndianaTrafficSafety)



@ICJI\_TSD



## OPO Banquet

- Tentatively set for November 2015
- Currently looking for keynote speaker



# Financial Stewardship

- Important responsibility
- A great partnership
- Spread the word





# OIG Investigation

- How was the problem discovered?
- It was an accident!
- Investigation involved: Local Police
- Department/HSO/FBI/OIG/NHTSA
- Focus on overtime enforcement grants (OPO, DWI, Speeding & Other)
- Significant Local/State media coverage
- OIG Investigation Broadened Nationally



# OIG Investigation Results

- *\$506,000 identified as misused in 4 police departments.*
- Departments will pay back NHTSA
- 24 Officers removed or resigned; 1 retired.
- 25 Officers indicted. Adjudication in process.
- Investigations are continuing. The dollar amount and number of officers involved will likely increase.

## **13 Des Plaines officers suspended in overtime scheme**

April 16, 2013|By Jonathan Bullington | Tribune reporter

Timothy Veit, shown here in 2011, has been accused by the federal government of padding DUI arrest reports to get grant money. (City of Des Plaines)

The Des Plaines Police Department handed out suspensions today to 13 officers who the department said were found to have violated department rules and regulations in connection with an internal investigation into misreporting of DUI arrests to obtain overtime pay from a federally funded grant.

The 13 officers — 12 assigned to the patrol division and one in the detective division — were not named in a release announcing the disciplinary action.

# Schemes Associated with Grant Fraud

- Falsification of Log sheets
- Falsification of Tickets
- Misuse of “Administrative Time”





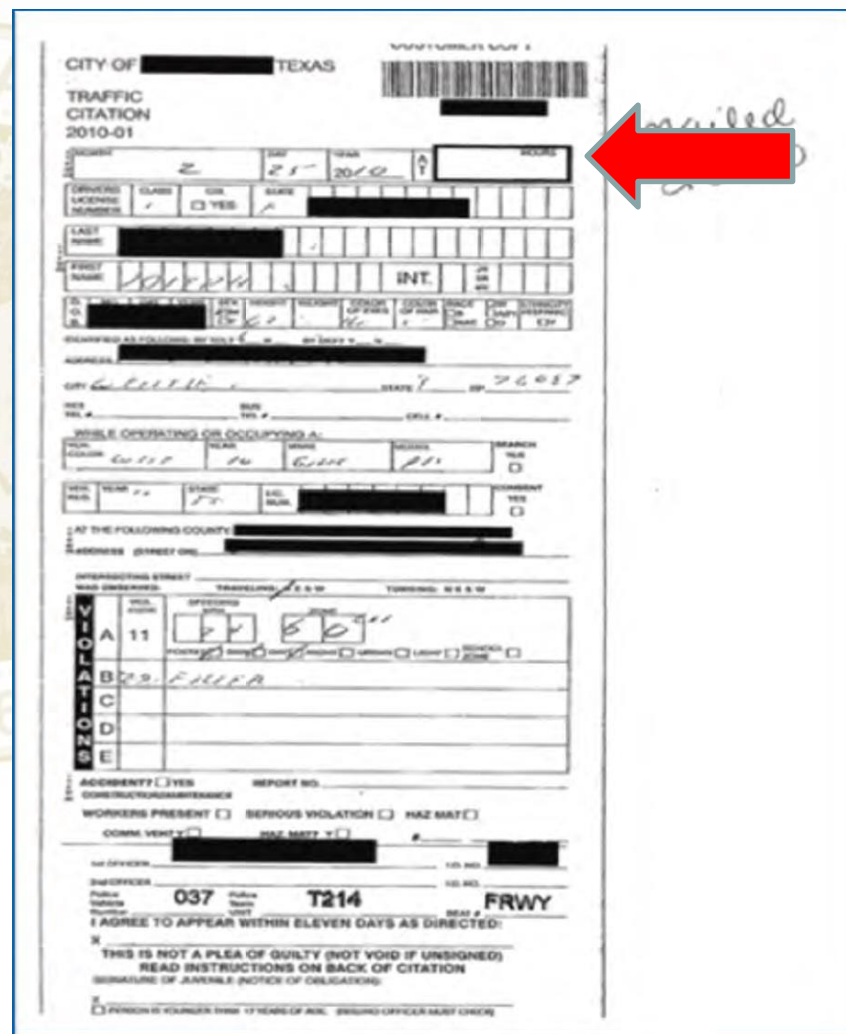
# Falsification of Log Sheets

- **Most common fraud scheme:**
- Officers misreport hours worked, time tickets were written, number of tickets written to get paid for time not worked.
- Sometimes with tacit approval of supervisor.
- Discovered when officers' log sheets were compared to actual time worked based on dispatch logs, ticket records, vehicle logs.



# Falsification of Tickets

- Discovered when an officer's ticket book was found with completed ticket information but no times noted.
- Times omitted from tickets until log sheet completed. (Citation 1)
- False time entered on ticket to appear as if written during overtime shift.



CITY OF [redacted] TEXAS  
TRAFFIC CITATION 2010-01

DATE: 2/21/10  
TIME: 11:00  
OFFICER: 037  
PLATE: T214  
SEAT #: FRWY

VIOLATIONS:  
A 11  
B 20  
C  
D  
E

OFFICER: 037  
PLATE: T214  
SEAT #: FRWY

DATE: 2/21/10  
TIME: 11:00

THIS IS NOT A PLEA OF GUILTY (NOT VOID IF UNSIGNED)  
READ INSTRUCTIONS ON BACK OF CITATION  
SIGNATURE OF JUVENILE (NOTICE OF OBLIGATION)

# Falsification of Tickets

- Officer uses false name or name of violator pulled over for unrelated matter; (most common problem) (Citation 2)
- Court system later revealed no record of tickets written on officer's shift. (Log Sheets 1-2)

**COMP-STEP**

**██████████ POLICE DEPARTMENT  
DAILY ACTIVITY REPORT**

DATE 06/25/10	UNIT DESIGNATION 65906	Regular Station NE	Regular Shift 1
NO. 1 OFFICER ██████████	LOADING ██████████	Area Working 6	Designated Time 0700-1200
VEHICLE NO. 7177	RADIO NO. 2059	SHOTGUN NO. N	DAY FR+DUE
TOTAL TIME ON DUTY TIME OUT	TOTAL MILEAGE STARTING 56102 ENDING 56868	ASSIGNED SUPERVISOR	INITIALS

**VEHICLE AND EQUIPMENT CHECK**

INTERIOR	EXTERIOR	TIRES	RED LIGHTS	SIREN	SPOTLIGHTS	SPARE	RADAR
SPARE TEST	BURNER	FIGUREPRINT KIT	FIRST AID KIT	DISC. MANUALS	CAMERAS	REFLECT. VEST	
OTHER (LIST)				REMARKS			

LEGEND: C - Clean, D - Dirty, W - Working, Def - Defective, Inv - In Vehicle, M - Missing, Not App - Not Applicable

**Call all citations once - do not double -**

DAILY RECAP		List all arrests once - do not double	
ACTIVITY	CITATIONS	CITATIONS	ARRESTS
Traffic Stops 15	Speed Over Limit 15	Commercial Vehicle Hazardous	Traffic
Other Self Insured Activity 15	Intersection	Commercial Vehicle Speed	Misdemeanors
Complaint Reports	Safety Belt	Non-Hazardous	DWI - Felony
Traffic Reports	Child Restraint	Pedestrian Violations	DWI - Misdemeanor
Persons Checked 15	Other Hazardous	Parking Violations	Minor Detentions
Vehicles Checked 15	Video Recorder	Total Citations 17	Total Arrests
Vehicle Asset Code	Notes		

**LIST ALL ACTIVITIES IN CHRONOLOGICAL ORDER**

TIME OUT	TIME IN	TOTAL MIN	LOCATION OF ACTIVITY	DISTR. NO.	ACTIVITY AND DISPOSITION INCLUDE TICKET #, DOCKET # AND/OR CASE #S AND NAMES	RECAP TALLY	
0700			██████████	65	PA 1/17		
				5451	██████████	970	
				5621	██████████	115	
				5621	██████████	141	
				5621	██████████	154	
					5621	██████████	172



COMP-STEP

POLICE DEPARTMENT  
DAILY ACTIVITY REPORT

DATE 06/25/00	UNIT DESIGNATION 607900	Regular Station NE	Regular Shift 1
NO. 1 OFFICER [REDACTED]	I.D. NO. [REDACTED]	Area Working 60	Designated Time 0700-2200
VEHICLE NO. 7177	RADIO NO. 2059	SHOTGUN NO. N	DAY FR+DPS
TOTAL TIME ON DUTY	TOTAL MILEAGE STARTING 5680	ASSIGNED SUPERVISOR	INITIALS
TIME OUT	TIME IN		

VEHICLE AND EQUIPMENT CHECK

INTERIOR	EXTERIOR	TIRES	HEADLIGHTS	SIREN	SPOTLIGHTS	SPARE	RADIO
SPARE TIRE	BLANKET	FINGERPRINT KIT	FIRST AID KIT	DISK MAGNALS	CAMERAS	REFLECT VEST	
OTHER (LIST)							
REMARKS							

LEGEND: C - Clean, D - Dirty, W - Working, Def - Defective, Inv - In Vehicle, M - Missing, N/A - Not Applicable

List all citations once - do not double -		DAILY RECAP		List all arrests once - do not double	
ACTIVITY	CITATIONS			CITATIONS	ARRESTS
Traffic Stops 15	Speed Over Limit 15			Commercial Vehicle Hazardous	Felony
Other Self Initiated Activity 15	Intersection			Commercial Vehicle Speed	Misdemeanors
Complaint Reports	Safety Belt			Non-hazardous 2	DWI - Felony
Traffic Reports	Child Restraint			Pedestrian Violations	DWI - Misdemeanors
Passers Checked 15	Other Hazardous			Minor Detentions	
Vehicles Checked 15	Video Recorder			Total Citations 17	Total Arrests
Patrol Asset Calls	Index			Warnings	

LIST ALL ACTIVITIES IN CHRONOLOGICAL ORDER

TIME OUT	TIME IN	TOTAL MIN	LOCATION OF ACTIVITY	DIST. NO.	ACTIVITY AND DISPOSITION: INCLUDE TICKET #, DOCKET # AND/OR CASE #S AND NAME	RECAP TABLE
0700			[REDACTED]	605	PA 102	
			[REDACTED]		54501 [REDACTED]	100
			[REDACTED]		56201 [REDACTED]	115
			[REDACTED]		[REDACTED]	141
			[REDACTED]		5181 [REDACTED]	150
			[REDACTED]		[REDACTED]	162

I agree to answer this citation by appearing at my arraignment hearing at [redacted] on: 02/26/10 month day year between the hours of 8:30-11:30 a.m. or 1:30-4:30 p.m. or by payment of the prescribed fine before the arraignment date. Signing of this citation is not an admission of guilt.

OFFICER [redacted] NO. [redacted] DIV. 03

NAME OF DEFENDANT (PRINT) Blanca 475  
FIRST NAME [redacted] MI E

LAST NAME [redacted]

SEX F STREET ADDRESS [redacted]

CITY [redacted] STATE TX ZIP 7634

TEL. NO. [redacted] NAME OF SCHOOL IF A STUDENT [redacted]

EMPLOYER'S ADDRESS [redacted]

PARENT/GUARDIAN [redacted]

ADDRESS [redacted] TEL. NO. [redacted]

D.L. NO. [redacted]

LICENSING STATE TX DOB [redacted]

VEH. REG. [redacted] STATE TX REGIS. YEAR 2010

VEH. MAKE Honda MODEL Accord COLO. W43641

LOCATION [redacted] SECTION W

VIOLATION #1 Stop Sign Viol. No. 164 CODE: 63

VIOLATION #2 Exp. MVR (12-09) CODE:

VIOLATION #3 CHARGED CODE:

VIOLATION #4 CHARGED CODE:

VIOLATION #5 CHARGED CODE:

SEARCH Y (A) CONSENT Y (B) CONTR. Y (C) RACE/ETHNIC W/H

ATTY. 1233 Lm AM PM

CASE NO. FINE



# Fraud Risk Factors: Weak Internal Controls

- Lack of supervision in grant procedures:
  - Failure to provide oversight during overtime patrols.
  - Absence of a time and attendance quality control check that can easily identify log sheet falsification.
  - Use of paper tickets.

# Preventive Oversight to Reduce Risk

- Build supervision into project.
- Develop and implement an enforcement or project action plan based on data.
- Utilize GPS units on patrol vehicles.
- Use of log sheets to verify actual hours worked on shift.
- Provide training-including refresher roll call reviews of expectations.



# Grant Coordinators Should Ask Themselves

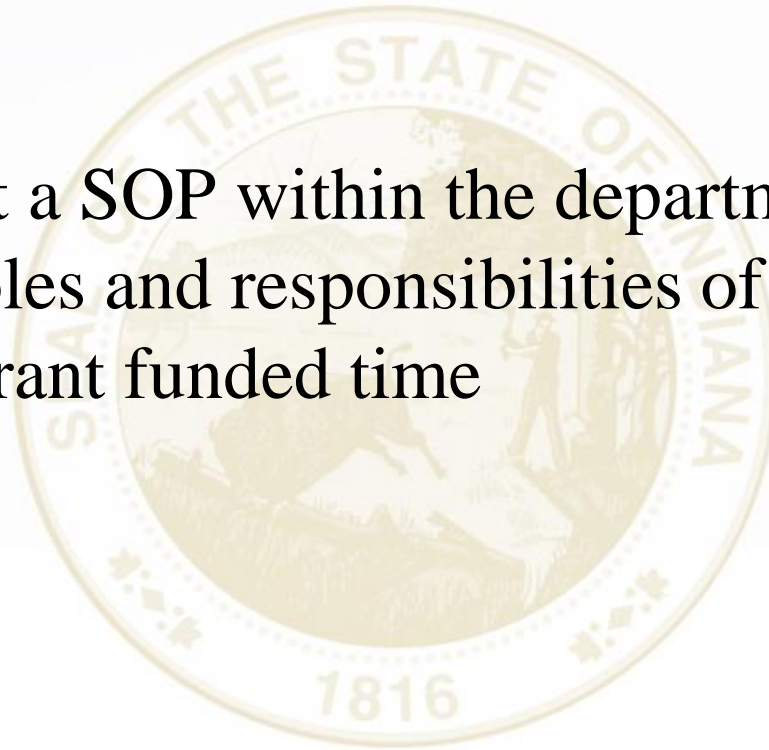
- Do supervisors sign off on completed work?
- Do officers check in and out of shifts with a supervisor or dispatch?
- Do supervisors conduct reviews and spot checks of officer records?
- Are schedules prepared in advance?
- Do managers have access to GPS records or other location records for patrol vehicles?

# Grant Coordinators Should Ask Themselves

- Could an officer falsify elements like date and time of violation?
- Are records retained for review?
  - Keep all records for 5 years
- Are officers informed about requirements and expectations?
- Are veterans asked to do refresher training?
- Is any emphasis placed on detecting fraud or conducting periodic reviews?

# Considerations

- Implement a SOP within the department that outlines roles and responsibilities of officers who work on grant funded time



# Summary

- Better communication, policies and procedures, training and closer supervision can deter fraudulent behavior and malfeasance.
- Prevention strategies are well documented.



- DRE Training
  - Scheduled for August 24, 2015 – September 3, 2015
- ARIDE Training Available
  - Contact Joe Turner 317-837-3297 or [jturner@ilea.in.gov](mailto:jturner@ilea.in.gov)



# Occupant Protection

- **Karen Ritchie introduction**



**Law Enforcement Liaison (LEL)  
Supervisor**

- **Occupant Protection Program Manager**
  - Operation Pull Over (OPO)
  - Rural Demonstration Project (RDP)
- **Tops Coordinator**
  - Online certification

# Law Enforcement Liaisons

- Six regional LELs:
  - Lance Grubbs
  - Jay Kistler
  - Brett Reichert
  - Larry Woods
  - Mark Hartman
  - John Mull





# Operation Pull Over

- Return of four blitz periods:
  - Safe Family Travels
  - Dangerous Driving Enforcement



○ Click It or Ticket



○ Drive Sober or Get Pulled Over



**Purpose:**  
**Increase the  
seat belt  
usage  
and overall  
occupant  
safety**

# OPO Funding Announcement

- Egrants: “FY 2016 Operation Pull Over Enforcement Grant”
- **Template and link-funding announcement document**
  - Efficiency (Replaces Problem I.D. and Action Plan)
  - Based on county profiles
  - Trends and outcome focus
    - Inputs, outputs, outcomes
    - Allows for data-driven decisions
    - Countermeasures that work (funding, public notice, enforcement)
- **Policies and Procedures**





# Quarterly Program/Fiscal Reports

- Program Reports
  - Pre/Post media releases
  - Program totals-OPO database
  - Pre/Post seat belt surveys (CIOT)
- Fiscal Reports
  - Sheriff/chief letter- signed
  - OPO database screen shot- support fiscal claim
  - Administrative claim (if applicable- 10% rule)
  - Correct ending date (cannot pay prior to date)



# TOPS Requirement

- **TOPS: Traffic Occupant Protection Strategies**
  - Education and enforcement issues related to occupant protection
  - Four modules that includes a final quiz
  - Certification required for any or all officers who work overtime enforcement, such as OPO (Also SFST certification required prior to the 3<sup>rd</sup> blitz period)
  - One-time certification
  - Visit us at <https://tops.cji.in.gov>
  - Log-in required
  - Questions or issues: Contact Karen Ritchie, TOPS Coordinator

# Rural Demonstration Project (RDP)

- Seat belt enforcement project designed to increase seat belt usage in rural areas
- Eligible counties:
  - Worst unrestrained injuries per 10k population
  - Worst observed restraint use rate
- Occurs in April between the 2<sup>nd</sup> and 3<sup>rd</sup> OPO blitz



# Child Passenger Safety

- Child Passenger Safety Week (Sept 13-19)
  - Media and outreach events will be held throughout the state
- Child Passenger Safety Technician Training
  - Class lasts for 4 days
  - Funding is always available for Law Enforcement Officers
  - Course is done through ASP (1-800-KID-N-CAR)
- Funding for child restraint distribution and Permanent Fitting Stations Available as well
  - This also occurs through ASP (1-800-KID-N-CAR)

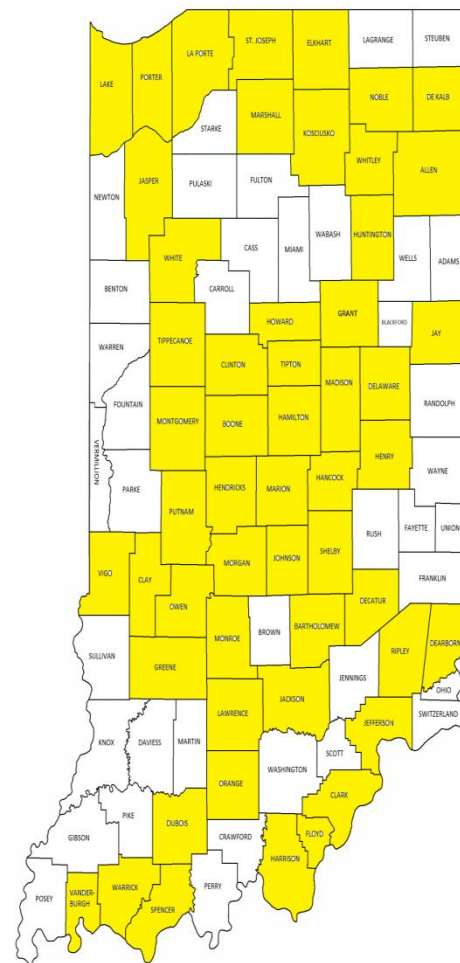
# Child Passenger Safety

- Permanent Fitting Stations
  - Currently there are 102 inspection stations located in 53 counties
    - Map on the next slide
  - To find one near you contact ASP at 1-800-KID-N-CAR or visit <http://www.preventinjury.org/Child-Passenger-Safety/Child-Safety-Seat-Inspection-Stations/List-of-Child-Safety-Seat-Inspection-Stations>



# PFS Map

- This map gives a great picture of how areas of the state are being underserved
- This is a great thing you as an agency can do for your community
  - Please consider becoming CPST certified and helping your community
  - Contact ASP to get started today! (1-800-KID-N-CAR)





# Child Passenger Safety

- Project L.O.V.E.
  - Administered by ASP
  - Allows an officer to issue a voucher for child restraint education as well as a free or affordable car seat to a driver in violation of child restraint law.
  - As of September 2014 vouchers automatically print through E-CWS when a child restraint violation is issued
  - As of 5/31/2015
    - 2,244 Vouchers have been issued
    - 102 Vouchers have been redeemed

# Child Passenger Safety

- Operation Kids: Next Generation
  - This is a Child Passenger Safety Basic Awareness Course
  - Class is 4-6 hours in length
  - Class can be taught by any Child Passenger Safety Technician
  - Officers who take the class will earn ILEA Training Hours
  - Law Enforcement Officers who teach the class will be provided with overtime pay in the amount of \$240.00
  - Class is done through ASP (1-800-KID-N-CAR)

# Child Passenger Safety Grant Template

Protected 2016 Child Passenger Safety Template. [Compatibility Mode] - Microsoft Excel

Improvements are based off your most recent year data.  
County Profiles can be found at [www.in.gov/cji/2367.htm](http://www.in.gov/cji/2367.htm)

**Table 1. County-Level Crash Data From the Annual Traffic Safety Facts: County Profiles**

	2009	2010	2011	2012	2013	5 Year Average
<b>Total Collisions</b>						#DIV/0!
<b>Total Collisions Involving Children Under the Age of 15</b>						#DIV/0!
<b>Data from Young Drivers Involved in Collisions, by Driver Age, Collision Severity, and Alcohol Involvement</b>						
<b># of Fatal Injuries for Children Under the Age of 15</b>						#DIV/0!
<b># Of Incapacitating Injuries for Children Under the Age of 15</b>						#DIV/0!
<b># Of Non-Incapacitating Injuries for Children Under the Age of 15</b>						#DIV/0!
<b># of Unrestrained Children in Traffic Collisions</b>						#DIV/0!
<b>Targets - 2, 4, and 6 Percent Improvements from Most Recent Year</b>				For ICJI Use Only: Hidden Calculation Cells Below		
	2%	4%	6%			
<b>Total Collisions</b>	-	-	-			
<b>Total Collisions Involving Children Under the Age of 15</b>	0.00	0.00	0.00			
<b># of Fatal Injuries for Children Under the Age of 15</b>	0	0	0			
<b># Of Incapacitating Injuries for Children Under the Age of 15</b>	0	0	0			
<b># Of Non-Incapacitating Injuries for Children Under the Age of 15</b>	0	0	0			
<b># of Unrestrained Children in Traffic Collisions</b>	0.0	0.0	0.0			

Sheet1

Ready

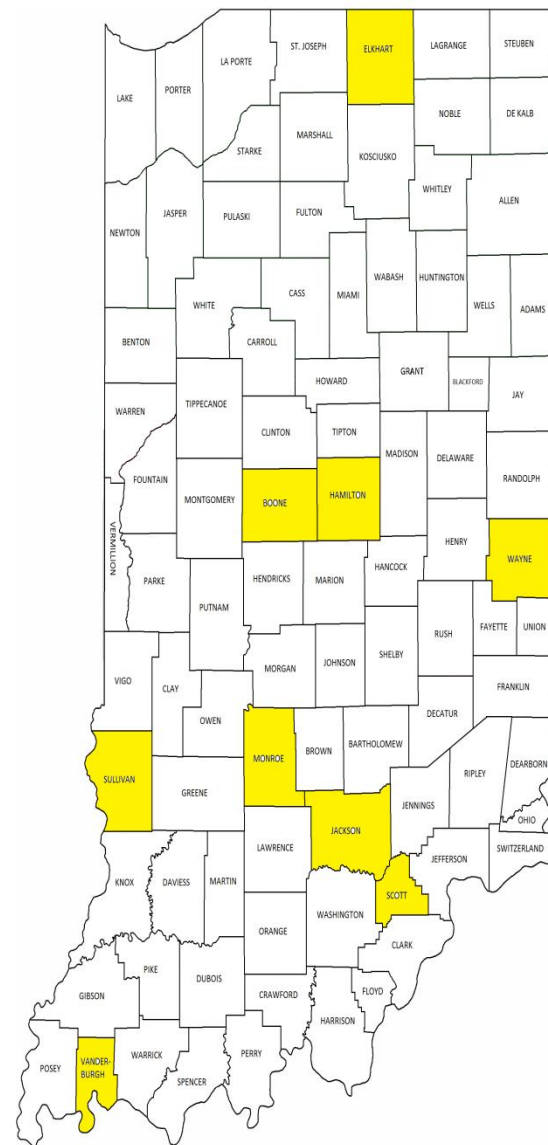
# Young Driver

- Indiana SADD
  - 254 Chapters in Indiana High Schools across the state
- Ford Driving Skills for Life
  - Program offered by ICJI in partnership with Indiana SADD and Law Enforcement
  - One day Teen Driving Conference sponsored by Ford
- Rule the Road
  - Program offered by ICJI in partnership with Indiana SADD and Law Enforcement
  - Sponsored by State Farm for multiple events throughout the state



# Rule the Road

- As the map shows there are still many underserved areas.
- This is great publicity for any agency willing to host
- Contact Kaci Wray at [Kwray@cji.in.gov](mailto:Kwray@cji.in.gov) or 317-232-2561 to get one in your area



# Young Driver Grant Template

Protected 2016 Young Driver Template - [Compatibility Mode] - Microsoft Excel

Table 1. County-Level Crash Data From the Annual Traffic Safety Facts: County Profiles						
	2009	2010	2011	2012	2013	5 Year Average
Total Collisions						#DIV/0!
% Of Collisions Involving Young Drivers						#DIV/0!
Data from Young Drivers Involved in Collisions, by Driver Age, Collision Severity, and Alcohol Involvement						
Total Collisions Involving Young Drivers (Age 15-20)						#DIV/0!
# Of Fatal Injuries Among People In Collisions Involving A Young Driver						#DIV/0!
# Of Incapacitating Injuries Among People in Collisions Involving A Young Driver						#DIV/0!
# Of Non-Incapacitating Injuries Among People In Collisions Involving A Young Driver						#DIV/0!
Targets - 2, 4, and 6 Percent Improvements from Most Recent Year				For ICJI Use Only: Hidden Calculation Cells Below		
	2%	4%	6%			
Total Collisions	-	-	-			
% Of Collisions Involving Young Drivers (Age 15-20)	0.00%	0.00%	0.00%			
Total Collisions Involving Young Drivers (Age 15-20)	0	0	0			
# Of Fatal Injuries Among People In Collisions Involving A Young Driver	0	0	0			
# Of Incapacitating Injuries Among People in Collisions Involving A Young Driver	0	0	0			
# Of Non-Incapacitating Injuries Among People In Collisions Involving A Young Driver	0.0	0.0	0.0			

# Indiana State Excise Police

- ICJI provides funding to the Indiana State Excise Police to conduct three projects aimed at reducing underage drinking
  - Cops in Shops (CIS)
  - Stop Underage Drinking and Sales (SUDS)
  - Intensified College Enforcement (ICE)

# State Excise Police Grant Template

Protected 2016 Excise Template [Compatibility Mode] - Microsoft Excel

Home Insert Page Layout Formulas Data Review View

Cut Copy Paste Format Painter Clipboard

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A B C D E F G H I J K L M N O P

13 Average and the *Targets- 3, 6, and 9 Percent Improvements* as you add your data. The 3, 6, and 9 percent  
14 improvements are based off your most recent year data. Information can be found on ARIES or see below.  
15 County Profiles can be found at [www.in.gov/cji/2367.htm](http://www.in.gov/cji/2367.htm)

16 **Table 1. County-Level Crash Data From the Annual Traffic Safety Facts: County Profiles**

	2009	2010	2011	2012	2013	5 Year Average
Total Collisions						#DIV/0!
Total Collisions Involving Young Drivers (Age 15-20)						#DIV/0!
<b>Data from Young Drivers Involved in Collisions, by Driver Age, Collision Severity, and Alcohol Involvement</b>						
# of Young Driver Collisions with a positive BAC (0.01 and above)						#DIV/0!
# of Alcohol Impaired Young Driver Fatalities						#DIV/0!
# of Alcohol Impaired Young Driver Incapacitating Injuries						#DIV/0!
# of Alcohol Impaired Young Driver Non-Incapacitating Injuries						#DIV/0!
<b>Targets - 2, 4, and 6 Percent Improvements from Most Recent Year</b>						
	3%	6%	9%	For ICJI Use Only: Hidden Calculation Cells Below		
Total Collisions	0	0	0			
Total Collisions Involving Young Drivers (Age 15-20)	0	0	0			
# of Young Driver Collisions with a positive BAC (0.01 and above)	0	0	0			
# of Alcohol Impaired Young Driver Fatalities	0	0	0			
# of Alcohol Impaired Young Driver Incapacitating Injuries	0	0	0			
# of Alcohol Impaired Young Driver Non-Incapacitating Injuries	0.0	0.0	0.0			

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To address the high injury or fatality rate, effective countermeasures are needed. According to NHTSA, countermeasures that work include the combination of adequate funding, aggressive and maximum implementation of

Sheet1

Ready



# Non-Motorists

- Grant provided by ICJI to agencies wanting to help keep pedestrians and pedacyclists safe through education and enforcement activities
  - Bicycle Indiana - Bicycle
  - Alliance for Health Promotion - Pedestrian
  - Hammond Police Department – Bicycle and Pedestrian
  - Princeton Police Department – Bicycle and Pedestrian
  - City of Bloomington – Bicycle and Pedestrians
  - IndyCog - Bicycle

# Alcohol & Drugged Driving Countermeasures Grants

- DUI Taskforce Indiana – no major changes programmatically
- Drugged Driving Enforcement Grant – only open to agencies with DRE's on staff
- 5% Report – Operation Centipede – will focus on same road and intersection segments as 2015



# DUI Taskforce Template

## 2016 DUI Taskforce Indiana Template

Fill in each highlighted gray area.

Grantee Name:

County:

The Driving Under the Influence (DUI) Taskforce Program is the primary impaired driving countermeasure enforcement program in Indiana. The program is intended to decrease the amount of motorists killed and injured in Indiana because of impaired drivers.

The figures below illustrate data from 2009 through 2013 for trend analysis. Use the *ARIES* for each year to fill in Table 1. The table will configure the 5 Year Average and the *Targets- 2, 4, and 6 Percent Improvements* as you add your data. The 2, 4, and 6 percent improvements are based off your most recent year data.

ARIES can be found at:

<https://www.ariesportal.com/Public/Home.;>

Table 1. Aries Crash Data						
	2009	2010	2011	2012	2013	5 Year Average
<i>Alcohol Involved Collisions in Jurisdiction</i>						#DIV/0!
<i>Alcohol Involved Fatalities in Jurisdiction</i>						#DIV/0!
Data From Aries by Alcohol Involved Crashes						
<i>% of Alcohol Involved Collisions</i>						#DIV/0!
<i>% of Alcohol Involved Fatalities</i>						#DIV/0!
<i>% of Alcohol Involved Incapacitating Injuries</i>						#DIV/0!
						#DIV/0!
Targets - 2, 4, and 6 Percent Improvements from Most Recent Year				For ICJI Use Only: Hidden Calculation Cells Below		
	2%	4%	6%			
<i>Alcohol Involved Collisions in Jurisdiction</i>	0	0	0			
<i>Alcohol Involved Fatalities in Jurisdiction</i>	0.0	0.0	0.0			
<i>% of Alcohol Involved Collisions</i>	98.0	96.0	94.0			
<i>% of Alcohol Involved Fatalities</i>	98.0	96.0	94.0			
<i>% of Alcohol Involved Incapacitating Injuries</i>	98.0	96.0	94.0			
	98.0	96.0	94.0			

To address the high injury or fatality rate, effective countermeasures are needed. According to NHTSA, countermeasures that work include the combination of adequate funding, aggressive and maximum implementation of enforcement efforts, and substantial public notification. Countermeasures are the "outcomes" or targets desired, produced from the combination of the inputs and outputs of the project. For example, see Table 2 below:

# Motorcycles

## **HIGH VISIBILITY ENFORCEMENT (HVE)** **APPROACHES FOR MOTORCYCLE EVENTS**

- Since 2000, motorcycle registrations in Indiana have increased to an all time high of over 200,000 registered motorcycles in the State. Correspondingly, motorcycle fatalities have increased to the highest levels since the late 1970s with a spike of 151 in 2012. A review of motorcycle fatality crash records indicates two of the highest common factors in motorcycle fatalities are operator impairment and improper licensing of the operator.



# Motorcycles

## WHERE TO CONDUCT A MOTORCYCLE HVE PROJECT

- Local Law Enforcement Agencies (LEAs) have the best knowledge of where and when motorcycle activities take place in their community.
- Research of the ARIES data on impaired rider fatalities over the past eight years clearly indicates the areas of the state with the highest incidence of impaired rider fatalities are **Lake, Porter, LaPorte, St. Joseph, Elkhart, Noble, Dekalb, Allen, Whitley Kosciusko, Southeast Marion county, Northeast Johnson and Northwest Shelby counties.**
- While these areas statistically show the highest incidence of impaired rider fatalities, no area of the State is immune to this problem.

# Motorcycles

## **SUGGESTED HVE METHODS FOR DIFFERENT MOTORCYCLE ACTIVITIES**

- Specific methods for conducting HVE campaigns for each of these categories will be different at each location, and are best left up to the local LEA.
- The overriding principal that must be maintained at any HVE campaign is that no specific type of vehicle is being targeted exclusively.
- It is imperative that the organizers and participants of the activity be informed well in advance that there WILL be a police presence somewhere at the activity. Media coverage is critically important, and will be required aspect of HVE grants.
- The key to HVE is to prevent unwanted activity based on the perceived expectation of being caught.

# Motorcycles

- **Poker Runs**

- Generally, a poker run has a starting point for registration, an established route for the ride, five specific stops along the ride where riders draw a card, and an end point where the best hands will be revealed and prizes (if any) awarded. The end point may or may not be the same location as the start point.
- If the start and finish points are the same, a presence at the registration area as the riders start to arrive (usually there is a time frame such as “first bike out at 9:00 a.m., last bike out at 10:00 a.m. so the riders are dispersed), with the promise of a presence as the bikes roll back in could be an effective plan.



# Motorcycles

- **Swap Meets**

- Swap meets are usually large, open air markets for motorcycle parts and accessories as well as all kinds of related products and services that are for sale outright, or open for trade. A high visibility presence on a major roadway leading into or at least near the swap meet (not a checkpoint), along with plenty of promotion before the event that the HVE activity will be present, should accomplish the purpose of a HVE campaign.



# Motorcycles

- **Bike Nights**

- Bike Nights usually take place at a bar or restaurant that is popular with riders and which usually offers special food and drink deals on those nights. Again, good early promotion of your presence is critical to the HVE process. You may encounter the establishment owner's concern about driving off customers, so a good public relations campaign on the preventative nature of HVE is a must. A high visibility presence on a nearby access road, or even in the parking lot are possibilities for the HVE location.

# Motorcycles

- **Various Rides for Charities, Fund Raising, etc.**
  - Many motorcycle groups and organizations hold rides for various charities, to raise funds for the organization and for numerous other reasons. Often, these rides are fairly well self-policed.
  - However, there may be need for a HVE police presence as a deterrent to negative behavior for some of these types of rides as determined by the local LEA.
  - As with poker runs, a police presence at the event as riders arrive to register and stage for a ride, as well as a police presence at the destination, may set the tone and serve as the desired deterrent to negative behavior at these events.

# Motorcycles

- **SUPPORTING MATERIALS AND SUPPLIES THAT CJI CAN PROVIDE**
  - CJI can supply support materials in limited supply to any LEAs planning to conduct a HVE motorcycle enforcement activity. We have some banners and posters featuring Nicky Hayden with messages promoting the use of proper gear, getting licensed and riding sober. We have some “Ride Sober” drink coasters that would be useful at Bike Nights. And we have brochures, flyers and “flip books” containing extensive rider safety tips. LEAs can contact the Traffic Safety Division at CJI to inquire about these materials.

# Motorcycles

- **WHAT ELSE CAN THE CJI DO TO ASSIST YOU IF YOU CHOOSE TO CONDUCT A HVE MOTORCYCLE PROJECT**
- If there is anything else that you think the CJI can do to assist you in conducting HVE motorcycle activities, please contact the Traffic Safety Division with your suggestions, questions and requests. Contact John Bodeker at (317)232-0021 or [hbodekerjr@cji.in.gov](mailto:hbodekerjr@cji.in.gov).





# Contact Information

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# Contact Information

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- **Motorcycle Safety/Traffic Records: John Bodeker**
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